It generally takes about three to four years for an industrial project to fructify. Gestalion period, however, varies from project to project. As such, the above letters of intent/industrial licences would b_e at various stages of implementation.

The two industrial licences granted for Jhabua District during the above said period includes an industrial licence issued to M/s Madhya Pradesh Fibres Ltd. for the establishment of a new unit at Megh-nagar for manufacture of polyester staple fibre for a capacity of 15,000 TPA. Another letter of intent was granted to this firm in September, 1985 for expansion of capacity from 15,000 TPA to 30,000 TPA. to make the project economically more viable. The unit has not yet commenced production.

Of the two districts of Jhabua and Bastar, Jhabua district has been identified a_s 'No Industry District'. The State Government of Madhya Pradesh have identified a growth centre at Meghnagar for development of infrastructural facilities. A sum of Rs. 41 lakhs has been released to the State Government as Centre's share in respect of this growth centre. Besides Central assistance for development of infrastructural facilities, entrepreneurs setting up industries in this -district are also entitled to Centra] Investment Subsidy at the highest rate of 25 per cent subject to a maximum of Rs. 25 lakhs, concessional finance facilities etc. The other district, i.e. Bastar, has been identified as Category 'C backward area and entrepreneurs setting up industries in the district are entitled to Central Investment Subsidy at the rate of 10 per cent subject to $ maximum of Rs. 10 lakhs, concessional finance $facilitie_s$ etc.

Shortage of coaltar in the country

2243. SHRI A JIT P. K. JOGI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government are aware of the shortage of coaltar in the country for use in the construction of roads;

(b) if so, what are the country's annual requirements, indigenous production and imports, if any of coaltar;

(c) how Government propose to meet the shortfall so that the construction of black-top roads does not surfer; and

(d) whether the stoppage of coaltar production by a unit in Cochin Oil Refinery is responsible for this shortage?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHM DUTT): (a) to (c) There was a marginal shortfall in the production of bitumen during the first half of the current year. However, it is expected that the bitumen requirement for 1987-88, assessed at about 1.450 million tonnes, would be met fully from indigenous production.

(d) The shortage was a cumulative effect of shortfall from several refineries including the Cochin Refinery.

Action plan for the relief of Bhopal gas victims

2244. SHRI PARVATHANENI UPENDRA: Will the Minister of INDUSTRY be pleased to state;

(a) whether an action plan h:.s now been finalised by the central and Madhya Pradesh Governments for long-term medical relief and economic rehabilitation of the gas victims and for environmental improvement of Bhopal city; and

(b) if so. what are the main features of the plan, its estimated cost and the time schedule for implementation of the same?

THE MINISTER OF STATE IN THE DEPARTMENT OF CHEMICALS AND PETRO-CHEMICALS IN THE MINIS TRY OF INDUSTRY (SHRI R. K. JAICHANDRA SINGH): (a) and *(b)* Government of Madhya Pradesh have already set up medical infrastructure like 125 bedded Jawahar Lal Nehru Hospital, a separate MIC ward in Hamidia Hospital. Bhopal etc. for providing medical relief to

gas victims. There is also a proposal to construct 520 bedded Kamla Nehru Hospifctl with modern laboratories and equipments in the campus of Hamidia Hospital. Many programmes for economic rehabilitation of gas victims, like disbursement of loans to the needy gas affected families under the Special Train-id Employment Programmes for Urban Poor (STEPUP), programmes for assistance to gas affected women and children under ICDS projects etc. are being implemented. However, the Government of Madhya Pradesh is finalising a long term action plan for medical, economic, social und environmental rehabilitation.

Joint **collaboration with** Japan

2245, SHRI PARVATHANENl UP-ENDRA; Will the Minister of INDUSTRY b; pleased to state:

(a) whether some Japanese private sector companies have expressed their willingness for greater participation in India's industrial development through joint collaboration and technological assistance; and

(b) if so, what are the details thereof and the steps taken by Government to attract Japanese assistance in regard to India's industrial development?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHA-LAM): (a) and (b) As a result of exchange of visits of industrial and business delegations and through the forum of Indo-Japanese Joint Business Council meetings arranged by FICCI and its counter-part in Japan, several areas of industries like electronics, food processing, oil seeds improvement, deep sea fishing, automobile ancillaries and pharmaceuticals have been identified, as having good prospects for cooperation.

Government have taken various liberalisation measures in the recent past to remove the irritants in the transfer of technology and foreign investment in India. This has generated a favourable climate for transfer of technology and investment. Proposals for joint collaborations, including those from Japanese entrepreneurs, are considered on merits within the parameters of National Policy for Foreign Investments in India with "* due regard to national priorities and interests.

Prices of automotive tyre$_s$

2246. SHRI PARVATHANENI UP-ENDRA: Will the Minister of INDUSTRY be pleased to state;

(a) whether prices of automotive tyres are being increased frequently causing hardship to truck operators and leading to a general price rise;

(b) whether the tyre manufactures have suggested various measures for making the industry cost effective, viable and efficient; and

(c) if so, what are the details of the suggestions and the steps taken by Government to prevent further rise in **tyre** prices?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHA-LAM): (a) Tyre prices were increased*" by tyre manufacturers during the last three years as follows-—

March	1985	8% to 95%
April-May .	1986	*5%*
July	1987	7%

According to the tyre manufacturers, bus /truck tyre prices have been raised on account of increase in the costs of inputs.

(b) and (c) The suggestions are mainly with reference to reduction of in-^ cidence of taxation on tyres and for containing raw materials prices on tyres. There is no statutory control over the prices of raw materials required for the manufacture of tyres. As regard$_s$ the incidence of taxation, in the 1984 budget.